

**COUNTY OF SAN DIEGO, CALIFORNIA**  
**BOARD OF SUPERVISORS POLICY**

**Subject**

Legislative Policy: Transportation Funding

**Policy  
Number**

M-49

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**Purpose**

To establish legislative policy guidelines to enhance the ability of the County's legislative representatives to provide timely input to legislators at both the state and federal level concerning the County's interests regarding transportation funding legislation.

**Background**

The per capita spending for State highways and local roads in California has been running much lower than the national average over the last several decades and was actually in last place among all the states for FY 1987-88. The County Department of Public Works, in February 1987, identified \$347 million in Circulation Element Road construction needs in the unincorporated urban area of San Diego County to meet population demands by the year 2005. Most of the current road revenues are being used to maintain existing County roads; therefore, additional revenues are necessary to improve existing roads and to construct new roads.

Improving the transportation network throughout San Diego, while maintaining environmental quality in the County, is, and has been, a high priority of the County Board of Supervisors. To enhance this effort the Board has taken several steps to cope with the ever increasing demand placed on the County's transportation system. The Board is currently looking at alternate funding sources for transportation facilities including the implementation of bridge and thoroughfare fees that will be imposed on new development to finance needed infrastructure as a result of the development. The Board has also adopted a policy regarding Peak Hour Traffic Management in an effort to decrease the demand on local streets, roads and highways during peak commuting hours.

The people of San Diego County have also shown their support for transportation funding by approving a half-cent sales tax initiative in 1987 to be used solely for transportation related purposes.

However, even with the efforts of the Board and the additional revenue generated through the increased sales tax, which is estimated to be \$7 million annually, the County is still facing a severe funding shortage to maintain its current system and construct new transportation facilities needed to keep pace with the growing demands on the County's transportation system.

The state administration and legislature have also recognized the severity of the funding shortage for transportation facilities throughout California and have made transportation funding a high priority. Numerous bills have been introduced to address this issue and, due to the magnitude of the situation, a high level of State legislative activity is expected

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to continue for at least the next several years; therefore, it is important that the County adopt a legislative policy on this subject that will provide direction to staff and the County's legislative representatives at both the state and federal level.

**Policy**

It is the legislative policy of the Board of Supervisors of the County of San Diego to support transportation funding legislation that:

1. Provides a new revenue source or an increase in existing funding sources on an annual basis at the County level for local roads without affecting existing funding sources for other County programs. Generally, user fee types of revenue sources are preferred to provide this additional income for County roads as opposed to utilization of other revenue sources that have little or no relationship to local roads and their usage;
2. Continues to allocate funding based on a formula that provides a share of the funds to the County based on user criteria which maintains the San Diego region's relevant share, such as total number of registered vehicles, maintained system mileage, population or other factors that are measurable and relevant provided that any formula changes do not reduce the relative share of the funding received by the San Diego region out of funds allocated to cities and counties;
3. Allows additional funding for local roads to be spent at the sole discretion of the County for capital improvements or maintenance;
4. Provides additional local transportation program funding flexibility as opposed to rigid categorical spending or other mandated requirements;
5. Reaffirms that the state has sole responsibility for financing all state highway expenses;
6. Assures that the state will continue to allocate funding for state highway projects in the region should local government elect to assist funding any state highway project to advance its construction timing;
7. Provides for the timely construction of all projects in each adopted State Transportation Improvement Program (STIP);
8. Provides state funding for development of non-interstate freeways and other state highways;

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9. Assures that the Federal government will continue to make an effort to finance transportation related projects at the local level through such programs as Federal Aid Urban (FAU), Federal Aid Secondary (FAS), and Federal Highway Administration (FHWA) funds;

10. Would increase the state fuel tax on gasoline by at least four cents per gallon, with adequate cost of living adjustment factors;

11. Provides State and Federal incentives (i.e., tax credits) to employers and employees who initiate and/or participate in a peak hour traffic management plan;

12. Makes grant funds available to local agencies to set-up and manage regional peak hour traffic management programs;

13. Would continue Federal and State funding for transit and other alternative forms of transportation to alleviate peak hour congestion and degradation of existing roadways; and

14. Eliminates unnecessary Federal review of local activities, including project design and environmental review.

It shall also be the policy of the Board of Supervisors of the County of San Diego to oppose federal legislation that seeks to raise or divert transportation related taxes for deficit reduction purposes.

**Sunset Date**

This policy will be reviewed for continuance by 12-31-94.

**Board Actions**

8-18-87 (53)

5-23-89 (64)

**CAO Reference**

1. Department of Public Works
2. Office of Intergovernmental and Public Affairs